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U.S. Department of
Transportation



Federal Aviation
Administration

DRAFT ENVIRONMENTAL IMPACT STATEMENT

For

MASTER PLAN DEVELOPMENT INCLUDING RUNWAY SAFETY AREA ENHANCEMENT/EXTENSION OF RUNWAY 12-30, AND OTHER IMPROVEMENTS

GARY/CHICAGO INTERNATIONAL AIRPORT GARY, INDIANA

This Draft Environmental Impact Statement (DEIS) addresses the environmental impacts associated with runway safety area enhancements/extension to Runway 12-30, and other improvements to Gary/Chicago International Airport in Gary, Indiana. This Draft EIS is submitted for review pursuant to the following Public Law requirements: Section 102(2) (C) of the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321 et seq.); the Federal Aviation Act of 1958 (Recodified as 49 U.S.C. Section 40101 et seq.) the Airport and Airway Improvement Act of 1982 (Recodified at 49 U.S.C. Section 47101, PL 97-238, as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987); and other laws as applicable. Additionally, the format and subject matter included in this report conform to the requirements and standard of the FAA as set forth in FAA Order 5050.4A, "Airport Environmental Handbook" and FAA Order 1050.1D, "Policies and procedures for Considering Environmental Impacts." This statement was also prepared pursuant to the requirements of Executive Order 11990, Protection of Wetlands; Executive Order 11998, Floodplain Management; Title V of Public Law 97-248; Section 4(f) of the Department of Transportation Act of 1966 (Recodified at Section 303c, as amended); Section 7(c) of the Endangered Species Act of 1973, as amended and other laws as applicable.

The Gary/Chicago Airport Authority, operator of the Gary/Chicago International Airport, submitted an Airport Layout Plan for various items listed in the Airport Authority's 2001 Master Plan to address enhancements to the Runway Safety Area of Runway 12-30 to bring the runway into compliance with current FAA design standards. Also addressed are other improvements to the airport recommended in the 2001 Master Plan and a Railroad Relocation Study. These improvements include:

Improvements to existing Runway 12-30 to conform with current FAA Standards, the primary air carrier runway at the Gary/Chicago International Airport: acquire land northwest of airport to allow for modifications to runway safety area (RSA); relocate EJ&E Railway, with phased relocation; modify ongoing cleanup activities for compatibility; relocate airside perimeter roadway (including addition of southwest access road); bury transmission line; extend Runway 12 to the northwest (approximately 546 feet by 150 feet); relocate Runway 12-30 nav aids; improve/grade RSA for Runway 12 (approximately 1,100 feet); relocate Runway 12 threshold to remove prior displacement; displace Runway 30 threshold using declared distance standards approximately 546 feet to the northwest to improve Runway 30 RSA; extend parallel Taxiway A to new end of Runway 12; and acquire land southeast of airport, located within or immediately adjacent to runway protection zone (RPZ).

Improvements to provide additional runway length on Runway 12-30 (proposed to occur simultaneously with and requiring accomplishment of the improvements to conform to FAA standards described above): acquire additional land or rights northwest of existing runway; extend Runway 12-30 to the northwest (up to approximately 1,354 feet by 150 feet); relocate Runway 12 nav aids; extend parallel Taxiway A to new end of Runway 12; construct deicing hold pads on Taxiway A at the ends of Runway 12 and Runway 30; develop two high-speed exit taxiways; improve/grade extended Runway 12 safety area (approximately 1,100 feet); relocate Runway 12 threshold to end of extended runway pavement.

Expansion of existing passenger terminal and apron to accommodate projected demands, based upon the low case forecast, through the year 2020.

Analysis of sites adjacent to extended Runway 12-30 for potential aviation related development, including new passenger terminal and air cargo areas, in order to acquire and/or reserve these areas for the long-term.

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